

**Established February, 1845.**

PRICE, \$2 PER MONTH

## Shipping

118

**Steamers.**

**SHIRE LINE OF STEAMERS.**

**FOR LONDON AND HAMBURG.**

The Steamship  
*(Armstrong'shire,*  
W. R. COURTNEY, Com-  
mander, will be de-  
parted for the above Ports on the 26th  
Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, August 20, 1887. 156

**NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED**

**FOR BATAVIA, SAMARANG AND  
SOERABAYA, "PIA SAIGON"  
AND SINGAPORE.**

The Co.'s Steamship  
*Bardan,*  
will be de-  
parted for the above Ports on the 26th  
Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, August 20, 1887. 157

despatched  
122th Transport

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, August 19, 1887. 15

**THE GIBB LINE OF STEAMERS.**  
**FOR SYDNEY (DIRECT) AND**  
**MELBOURNE.**  
(Taking there *Carve* for QUEENSLAND  
PORTS, ADELAIDE, TASMANIA,  
NEW ZEALAND, &c.)

The British Steamer  
 Captain **JAS. FOWLER**  
will be despatched  
above on or about the 28th Instant.  
The Steamer has excellent Accommoda-  
tion for First-class Passengers.  
Fare to Sydney or Melbourne, \$150.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Managers.  
Hongkong, August 12, 1887. 15

**CHINA NAVIGATION COMPANY**  
**LIMITED.**  
**FOR PORT DARWIN, SYDNEY AND**  
**MELBOURNE.**


The Co.'s Steamship  
 **J.E. WILLIAMS** would  
be despatched  
above on **TUESDAY, the 30th Instant,**  
Daylight.  
The attention of Passengers is directed  
to the Superior Accommodation offered

ed forward of  
Passengers are

Poop. A Refrigerating Chamber secure  
 the supply of Fresh Provisions during the  
 entire voyage. A daily qualified Surgeon  
 carried.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE**  
*Agents.*  
 Hongkong, August 20, 1887. 15

**INDO-CHINA STEAM NAVIGATION**  
**COMPANY, LIMITED.**

**FOR CHEFOO AND TIENTSIN.**  
 The Co.'s Steamship  

*Yikang,*  
 Captain LEAK, will  
 be despatched as above  
 or about the 30th Instant.

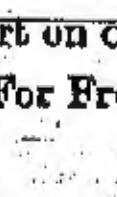
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.**  
*General Managers.*  
 Hongkong, August 20, 1887. 15

**GLEN LINE OF STEAM PACKETS**  
**FOR LONDON VIA SUEZ CANAL**  
 The Steamship  

*Glenearn,*  
 Captain BRAZEL, will  
 be despatched as above on  
 about the 31st Inst.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.**  
*Agents.*  
 Hongkong, August 22, 1887. 15

100

 The Steamship  
*Claudio*,  
Capt. GULLAND, will  
be despatched for the above  
Port on or about the 31st Instant.  
For Freight or Passage, apply to  
**RUSSELL & Co.,**  
*Agents.*  
—Hongkong, August 19, 1887. — 15

**Sailing Vessels.**

FOR NEW YORK.  
The 3/3 *L.I.L.* American Ship  
Governor Robie,  
BLANCHARD, Master, will  
leave here for the above Port, and  
will have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.,**  
Hongkong, August 22, 1887. — 15

**Notices to Consignees.**

GERMAN BARQUE *ADOLPH*, Captain  
WEITZELGAARD, FROM HAMBURG.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to come  
on their Bills of Lading to the Undersigned  
for countersignature, and to take immediate  
dispatch of their Goods from alongside  
Cargo impeding the discharge will be  
at once landed and stored at Consignees  
risk and expense.

**SIEMSEN & Co.,**  
*Agents.*  
—Hongkong, August 10, 1887. — 16



## Entertainment.

CHAMBERS' GRAND  
CIRCUS, MENAGERIE,  
AND  
CONGRESS OF WONDERS.

OPEN EVERY NIGHT,  
At 8 p.m., commencing at 9 p.m.

WEDNESDAYS & SATURDAYS,  
TWO PERFORMANCES.  
One at 4 p.m., and the other at 9 p.m.  
Doors opening at 3 and at 8 p.m.

GRAND AND BRILLIANT CHANGE  
OF PROGRAMME.

EXCELLENT DISPLAY OF DARING SKILL AND  
DEXTERITY BY THE LADIES AND GENTLEMEN  
OF THIS UNIQUE COMBINATION  
OF WONDERS AND VALUABLE  
AGGREGATION OF FORTUNATE  
WILD BEASTS.

## Tonight,

NEW EQUESTRIAN SCENES.  
NEW WILD ANIMALS AND THEIR TRAINING.  
NEW MAGICIAN PERFORMED BY SIGNOR  
CHAMBERLAIN.  
NEW JAPANESE MYSTERY FROM THE MIKADO'S  
OWN THEATRE, TOKYO.

DON'T MISS A TREAT OF THIS KIND!  
L. MAYA,  
Secretary.

Hongkong, August 22, 1887. 1009

## Notices of Firms.

## NOTICE

THE AGENCY at this Port of Messrs.  
CALDERBROOK MACGREGOR & Co.,  
Shanghai, has this day been transferred  
to Mr. ALEXANDER LEVY.

E. JONES HUGHES.

WITH Reference to the above Notice,  
I have this day assumed CHARGE  
of the BUSINESS at this Port of Messrs.  
CALDERBROOK MACGREGOR & Co., WINE  
and SPIRIT MERCHANTS, Shanghai.

ALEXANDER LEVY.

Hongkong, June 30, 1887. 1240

NOTICE is hereby given that the BUSI-  
NESS of GENERAL STEAMSHIP and  
Commission AGENTS previously carried on  
at FOOCHOW, in the Empire of China, and  
the FIRM of CHOP & COMPANY, HONGKONG  
& Co., by Messrs. HOK and TAN KING SING  
in Co-partnership, was DISSOLVED on the  
6th day of January, 1887, and the Respon-  
sibility of the said TAN KING SING for any  
DEBT or LIABILITY incurred by the said  
FIRM or CHOP terminated on the 6th day  
of January, 1887.

HOK LEE & Co.

Singapore, 17th May, 1887. FOOCHOW.

WITH Reference to the above, I, TIONG AH  
HOK, of FOOCHOW, do hereby notice the  
Public that the BUSINESS of the  
HOK LEE HONG & Co., as GENERAL  
STORE-KEEPERS and Commission AGENTS, is  
now being carried on at FOOCHOW as hereto-  
fore by TAM KIM CHING, of Singapore,  
Merchant, and myself under the Style of  
HOK LEE HONG & Co., and that I hold a  
Power of Attorney from the said TAM  
KIM CHING as his Agent individually and  
also as a PARTNER in the said FIRM, to  
transact all matters connected with the  
Business of the FIRM at FOOCHOW.

TIONG AH HOK.

Hongkong, June 1, 1887. 1047

## Insurance.

## THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George the First,  
A.D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either  
here, in London, or at the Principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

QUBEN-FIRE INSURANCE COM-  
PANY.

THE Underigned, AGENTS for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

NORTON & Co.,  
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Underigned, AGENTS for the above  
Company, are authorized to insure  
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ALICE ROWE, Hawaiian brig, Captain J.  
Phillips. — Wiler & Co.

CARMARTHENSHIRE, British str., Capt. W.  
E. Courtney. — Adamson, Bell & Co.

ELIZABETH NICHOLSON, British barque,  
Captain Geo. Falconer. — Malchers & Co.

KITTY, British barque, Captain W. R.  
Lance. — Order.

TARAPACA, British steamer, Capt. John  
McArthur. — Gibb, Livingston & Co.

## Notices to Consignees.

## STEAMSHIP YANZEE.

COMPAGNIE DES MESSEGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,  
Antwerp and Bordeaux, ex S.S.  
Yankee and President Leroy Lalier, in  
connection with the above Steamer, are  
herewith informed that their Goods—  
with the exception of Opium, Treasure and  
Valuables—are being landed and stored at  
their risk at the Company's Godowns,  
whence delivery may be obtained immedi-  
ately after landing.

Optional Cargo will be forwarded on, unless  
intimation is received from the Consignee  
before 2 p.m. To-day (Wednesday), the 17th  
August, requesting it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned.

Goods remaining unclaimed after Wed-  
nesday, the 24th August, 1887, at Noon, will  
be subject to sale, and landing charges at  
one cent per packet per diem.

All Claims must be sent in to me on or  
before FRIDAY, the 26th August, 1887,  
or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, August 17, 1887. 1557

## To-day's Advertisements.

## ZETLAND LODGE.

No. 525.

AN Emergency MEETING of the above  
LODGE will be held in FRANKLIN'S  
Hall, Zetland Street, on THURSDAY  
NEXT, the 25th August, at 8.30 for 9 p.m.,  
precisely. VISITING BRETHREN are cordially  
invited.

Hongkong, August 23, 1887. 1604

FOR CHEFOO, TIENTSIN AND  
NEWCHANG.

The Steamship  
"Velo,"  
Captain KOLLMER, will be  
despatched as above on  
FRIDAY, the 26th instant, at 4 p.m.

For Freight or Passage, apply to  
HANG SHUN CHEONG.

Hongkong, August 23, 1887. 1605

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW-  
CHANG, TIENTSIN, HANKOW and  
Ports on the YANGTZE.)

The Co.'s Steamship  
"Falmouth,"  
Capt. JACKSON, will be  
despatched as above on  
WEDNESDAY, the 31st instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, August 23, 1887. 1606

## SHIPPING.

## ARRIVALS.

August 23.

"Falmouth," British steamer, 404, John E.  
McArthur, Sandakan and North Borneo  
August 3, Thibber and General.—GIBB,  
LIVINGSSTON & Co.

"Falmouth," German steamer, 1,109,  
Frankfurt, Wilhelm, London July 3, Suez  
21, and Singapore August 16, General.—  
TAKASIMA COLLECT.

"Falmouth," German steamer, 988, W.  
Dreyer, Bangkok August 16, General.—  
MELCHERS & Co.

"Falmouth," British steamer, 2,136, A. Symons,  
Shanghai August 20, Mail and General.—  
P. & O. S. N. Co.

"Falmouth," German steamer, 1,053, W.  
Schaefer, Kobe August 17, General.—SIE-  
GEN & Co.

"Falmouth," German steamer, 636, M. Kallisen,  
Northwang August 13, and Chefoo 16,  
General.—EDWARDS SCHULZLISS & Co.

"Falmouth," British steamer, 1,524, H. M.  
Place, Foomchow August 21, Ton & General.—  
GIBB, LIVINGSTON & Co.

"Falmouth," British steamer, 1,119, Le Bou-  
tillier, Foomchow August 21, Ton & General.—  
LIVINGSTON & Co.

"Falmouth," British steamer, 815, R. Kohler,  
Shanghai August 19, General.—STREVEN  
& Co.

"Falmouth," British steamer, 1,119, Le Bou-  
tillier, Foomchow August 21, Ton & General.—  
LIVINGSTON & Co.

"Falmouth," British steamer, 815, R. Kohler,  
Shanghai August 19, General.—STREVEN  
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"Falmouth," British steamer, 1,119, Le Bou-  
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LIVINGSTON & Co.

"Falmouth," British steamer, 815, R. Kohler,  
Shanghai August 19, General.—STREVEN  
& Co.

wind set in, and lasted until ship had reach-  
ed 29° N., thence 16° time of sighting  
Landmarks at 5 p.m., 22nd, had calm: weath-  
er with heavy swell, from S.W.; thence  
after clear and favourable weather to arrival  
at 1 a.m., 23rd inst.

The Japanese steamer "Taraoka" reports:  
Left Sandakan August 3rd, had light bad-  
ding winds from N. to N.W., with thick  
rainy weather in Sulu sea; cleared Mindoro  
Strait August 14th; thence to port,  
light S.E. to S.W. winds, with thick weath-  
er and rain. Vessel in Sandakan, Billy  
Simpson, for Tientsin, Hattie M. Tapley,  
for Hongkong.

The German steamer "Falkenberg" reports:  
Had light S.W. monsoon and fine weather.  
The British steamer "Pala" reports: Had  
calm and light air, with fine weather  
throughout. Saw several steamers bound  
for the north, a blue funnel boat off Ockau,  
August 21st, at 6 p.m.

The German steamer "Polyphymia" reports:  
Throughout the voyage fine weather and  
light winds.

The British steamer "Chelyab" reports:  
Had light winds and fine clear weather  
throughout.

The British steamer "Bewick" reports:  
Had light southerly winds and fine weather.

The British steamer "Amoy" reports: Had  
light S.W. and calm to port.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI, at 9 a.m., on Wednesday,  
the 24th inst. (Late Letters at 9.10  
to 9.30 a.m.)

For NAGASAKI,  
Per "Sagami," at 2.30 p.m., on Wednesday,  
the 24th inst.

For SWATOW, AMOY & TAIWANFOO,  
Per "Tien," at 11.30 a.m., on Thursday,  
the 25th inst.

For SHANGHAI,  
Per "Canton," at 2 p.m., on Thursday, the  
25th inst.

For HOGO & YOKOHAMA—  
Per "Gland," at 4 p.m., on Thursday,  
the 26th inst.

For NAGASAKI, KOBÉ & YOKOHAMA,  
Per "Tien," at 3.30 p.m., on Friday, the  
26th inst.

For SINGAPORE—  
Per "Polyphymia," at 10.30 a.m., on Satur-  
day, the 27th inst.

MAILS BY THE FREIGHT PACKET.

The French Contract Packet "Fulga"  
will be despatched on THURSDAY,  
the 1st September, with Mails for the  
United Kingdom, Europe, and places be-  
yond, via Marseilles, to Saigon, Straits  
Settlements, Batavia, Borneo, Calcutta,  
Madras, Calcutta, Aden, Mauritius,  
Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing  
the Mails, &c.

Exchange.

Hongkong, August 23.

On London, Bank Wire, ... 3/2 a 3/18

On Bombay, ... 3/2

On Calcutta, ... 3/2

On Hongkong, ... 3/2

On Shanghai, ... 3/2

On Amoy, ... 3/2

On Swatow, ... 3/2

On Tientsin, ... 3/2

On Hankow, ... 3/2

On Peking, ... 3/2

On Yenchow, ... 3/2

On Tientsin, ... 3/2

On Hankow, ... 3/2

On Peking, ... 3/2

On Yenchow, ... 3/2

On Tientsin, ... 3/2

On Hankow, ... 3/2

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On Yenchow, ... 3/2

On Tientsin, ... 3/2

On Hankow, ... 3/2

## MEMOS. FOR TO-MORROW.

## Shipping.

10 a.m.—Brindisi leaves for Shanghai.  
Reefers leave for London.

4 p.m.—Chiarini's Circus and Menagerie  
at East Bowington.

8 p.m.—Chiarini's Circus and Menagerie  
at East Bowington.

Meeting.

8.30 p.m.—Meeting of St. John's Lodge.

Miscellaneous.

Goods per Steamer Yangtze unclaimed  
after Noon subject to rent.



gize, it was, most unfortunately, lost on shore and picked up by Captain Peterson, in his deck, and not consumed before the Court, by the production of this card of deviation supposed to have been lost with Captain Peterson's possession of the ship.

2.—That the log of the "Peking," being continuous, shows this important fact:—This voyage after voyaging, the crew from Sha-wei-shan Island to the French territory has been  $2\frac{1}{2}$  W. by wheel compass, which compass appears to have been used without being checked at any time, and the log shows that it was. In fact the log book shows that the error was given and stored by the wheel

compass solely; and it is, but fair to say, that as the Pacific had been many years before the Northern trade the compass was likely to have been affected on the voyage more than on any other such made over the same route. This course, N.  $\frac{1}{2}$  W. was kept till altered to N. by R again to North as per log book, and course was maintained till the ship supposed to be clear of the Promontory and thence the vessel was hauled up Westward to the course steered on from runs  $\frac{1}{2}$  W. by N.  $\frac{1}{2}$  E. by which wheel house pass.

3.—That this being Captain Peter

first unit is the *Paulah*, to him an un-  
ship, and as he staves ' with no devo-  
card for his guidance,' and with no pre-  
knowledge of the abilities of his first  
(who was in charge of the watch from  
night to the time of standing) should  
made him exercise double caution to  
tain by the lead his real position,  
keeping away six points on his cor-  
course and still proceeding at his cor-

speed of ten knots per hour as if assured of his ship's position. We placed on record how fully sensible are of the long and meritorious service of Captain Petersen; especially as impressed by the fact that he commanded the difficult and remote coasts of China for 27 years out stranding. We also wish to witness to our sense of his intimate knowledge of the China coast that has been accustomed to navigate, but we point out that this knowledge has

[illegible]

Will any decision known to be necessary for the over running of the patent law be made by the courts? The ship was considered, the ship's engines stopped, and a reliable out of the deep sea was obtained, before venturing to haul up the ship. N. E. or N. W. by N. 2. compass. Even after that the weathering thick air foggy, she should have kept at 'slow speed' for a certain time, and her look whistle kept going, and heard any at a distance of 1 1/2 miles. The ship was not to have been so far off on the alert, time to have fired warning guns.

- 4-That the look out was on the castle and awake.
- 5-That the wheel was doubly manned and the helmsman attentive to his duty.
- 6-That the officer of the watch was

[illegible][illegible][illegible]

and the book of directions distinctly recommends on page 469, the constant use of lead to vessels bound to the Northward, and the rounding the Promontory with-  
out seeing it.

Working back, from the rock off the ship struck at 2.25 a.m. to 1 a.m. is one hour and twenty-five minutes of opposite course to W. by N.  $\frac{1}{2}$  E. as stated by wheel-course compass, and an un-  
mistakable proof of the reality of the  
my educe to 34 to 15 knots, and I  
clearly that the *Faubus* was not to  
Northward of the N.E. Promontory  
his course was altered from North by  
pass to W. by N.  $\frac{1}{2}$  N. by compass.

(Signed) H. EDGAR HOBSON,  
Commissioner of Customs.

W. WADSWORTH,  
Master, S. S. *Sin Narain*.  
ALFRED SYMONS,  
Master, S. S. *Pekin*.

Platonic A55C8801



